parameters will be complete. Is there any move or has there been any request for Burma's inclusion in SAARC? And if such a request is received, what would be the attitude of the Government of India?

DR. MANMOHAN SINGH: Mr. Chairman, Sir, there is no proposal as of now for Myanmar to be a member of SAARC. Myanmar is already a member of the ASEAN. And, therefore, I think, Myanmar's membership of SAARC is a hypothetical issue. With India, Myanmar is also a member of BIMSTEC. And, therefore, there are several opportunities for us to interact with Myanmar in the forum of BIMSTEC.

MR. CHAIRMAN: Next Question Dr. Malaisamy.

Rising number of road accidents

*230. DR. K. MALAISAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that country is susceptible to 6 per cent World's road accidents while it has only 1 per cent of world's vehicle populaiton;

(b) what are the major causes for such road accidents; and

(c) what are the preventive and curative measures in existence now and what are the further measures conceived to avert such accidents?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Reliable statistics regarding the road accidents as well as the vehicle population for the world is not available in any source known to the Government. While the number of accidents as reported by the States and UTs in the country is known, the same is not known for the entire world. Similarly, while the number of registered vehicles in the country is being maintained by the Government, the same is not available for the world as a whole. Further, inter-country comparison of accidents and fatalities is also difficult because of different road traffic conditions and different practices followed by the countries in compiling such statistics.

(b) Road accidents are caused by a number of factors such as driver's fault, mechanical defects in the vehicles, fault of pedestrians, bad arods, bad weather etc.

(c) Enforcement of safety-related regulations comes under the purview of the State Governments. Some of the other important preventive steps taken/being taken by the Central Government to check the road accidents besides highway design are as under:

- Awareness campaigns on road safety through audio-visual/print media, NGOs, Training to Drivers, etc.
- Widening and improvements of National Highways with divided carriageways.
- Improvement of junctions/intersections.
- Rectification of deficient road geometry of National Highways.
- Provision of bypasses and flyovers/grade separators.
- Improvement in road markings/signs.
- Provision of safety barriers and guard rails at hazardous locations.

As regards post-accidents measures, evacuation of accidents victims to the nearest medical aid centre and removal of accident affected vehicles is the primary responsibility of the concerned State/UT Governments except for the stretches entrusted to NHAI. However, this Ministry provides Cranes and Ambulances under National Highway Accident Relief Service Scheme to States/UTs/Non Governmental Organisations for clearing accident sites and evacuating accident victims to the nearest medical aid centre. For the stretches with NHAI under 'Operation and Maintenance Contract' an ambulance, patrol vehicle and a crane are provided on an average stretch of 50 Kms.

Strengthening of road safety measures is a continuous and ongoing exercise.

DR. K. MALAISAMY: Mr. Chairman, Sir, you have already given me a supplementary. I would be very brief...*(Interruptions)*... Sir, I was thinking that my Question may not reach. Sir, they are not able to give me the statistics. Sir, with one per cent vehicular population of the world, we have six per cent of the world's road accidents. But they say, statistics are not available. I am quoting from a very important and a reliable journal.

MR. CHAIRMAN: Time is over. You send the reply in writing.

SHRI T.R. BAALU: Sir, whatever information is collected by my friend is not official. Probably, it won't be official. But, at the same time, Sir, I could tell that globally no report on accidents as well as vehicluar population

is available. That is why we have implemented an Asia Pacific Road Accident database project by paying one lakh dollars to the United Nations. Sir, as far as Indian database is concerned, the Government of Tamil Nadu is implementing the Pilot Project.

MR. CHAIRMAN: Thank you. Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Four laning of National Highways

*223. SHRI VARINDER SINGH BAJWA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the fact that NH-64 from Zirakpur to Bahadurgarh and NH-95 from Kharar to Talwandi Chowk *via* Ludhiana and Moga need immediate four laning in view of the projected volume of traffic during the coming years; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) There is sufficient traffic density on Zirakpur to Bahadurgarh section of NH-64 and Ludhiana to Talwandi section of NH-95 for widening these to four lanes as per traffic requirement. However, four-laning works are taken up depending upon *inter-se priority* and availability of funds.

Compulsory education for child labourers

*227. SHRI NANDI YELLAIAH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Child Labour Prohibition and Regulation Act, 1986 is functioning effectively towards total abolition of child labour, throughout India;

(b) the reasons for millions of child labourers still engaged, paving heavy hurdles for implementation of compulsory education for children of age 6 to 14 years;